

Claims

1. Arrangement of a motor (1) on twin landing gears (2a, 2b), particularly on a semi-trailer (3) of a tractor-trailer, wherein the landing gears (2a, 2b) are interconnected via a connecting shaft (4) and can be telescoped by starting up the motor (1), **characterized in that** the motor (1) with its driveshaft (5) engages with the connecting shaft (4) and is supported on a component that is fixed relative to the motor (1).
2. Arrangement as claimed in Claim 1, **characterized in that** a spring element (6) is arranged between the motor (1) and the fixed component.
3. Arrangement as claimed in Claim 2, **characterized in that** the spring element (6) comprises a spiral spring (7), a torsion element (8) or a shock absorber.
4. Arrangement as claimed in Claim 3, **characterized in that** the torsion element (8) comprises an elastic hose (10).
5. Arrangement as claimed in any one of Claims 2 to 4, **characterized in that** the fixed component is at least one of the two landing gears (2a, 2b).

6. Arrangement as claimed in Claim 5, **characterized in that** the spiral spring (7) or the torsion element (8) is non-rotatably mounted to at least one of the landing gears (2a, 2b) and to the motor (1).
7. Arrangement as claimed in Claim 5 or 6, **characterized in that** the spiral spring (7) or the torsion element (8) at least partially surrounds the connecting shaft (4).
8. Arrangement as claimed in any one of Claims 4 to 7, **characterized in that** the connecting shaft (4) is arranged contactless within the spiral spring (7) or the torsion element (8).
9. Arrangement as claimed in Claim 2 or 3, **characterized in that** the fixed component is the underside of a semi-trailer floor (11).
10. Arrangement as claimed in Claim 9, **characterized in that** the spiral spring (7) or the shock absorber is arranged between the motor (1) and the underside of the semi-trailer floor (11).
11. Arrangement as claimed in Claim 10, **characterized in that** the spiral spring (7) comprises an upper (14) and a lower (15) partial spring disposed on a guide tube (9), and the outer ends (13a, 13b) of said partial springs (14, 15) can each be mounted via a limit

stop (12a, 12b), wherein a mounting bushing (16) is disposed on the guide tube (9) between the upper and the lower partial spring (14, 15).

12. Arrangement as claimed in Claim 11, **characterized in that** the mounting bushing (16) or the gas shock absorber is connected with the motor (1) at a stop point (17).
13. Arrangement as claimed in Claim 11 or 12, **characterized in that** the guide tube (9) is placed onto an inner tube (18) with which it can be connected in various positions (20a, 20b, 20c) in axial direction (19).
14. Arrangement as claimed in any one of Claims 1 to 13, **characterized in that** the connecting shaft (4) is non-rotatably mounted on the driveshaft (5).
15. Arrangement as claimed in Claim 1, **characterized in that** a spring element (6) is arranged between the driveshaft (5) and the connecting shaft (4).
16. Arrangement as claimed in Claim 15, **characterized in that** the spring element (6) is an elastic sleeve (21), a belt drive (22) or a slip coupling.

17. Arrangement as claimed in Claim 16, **characterized in that** the elastic sleeve (21) is configured as an air chamber sleeve (24).
18. Arrangement as claimed in any one of Claims 15 to 17, **characterized in that** the fixed component is at least one of the landing gears (2a, 2b), a semi-trailer floor or a vehicle support member, wherein the fixed component is rigidly connected with the motor (1).
19. Arrangement as claimed in any one of Claims 16 to 18, **characterized in that** the elastic sleeve (21) is non-rotatably mounted on the connecting shaft (4) and the driveshaft (5).
20. Arrangement as claimed in any one of Claims 16 to 18, **characterized in that** the belt drive (22) comprises a drive belt (25), which loops around a driving wheel (26) non-rotatably mounted on the driveshaft (5) and a driven wheel (27) non-rotatably mounted on the connecting shaft (4).
21. Arrangement as claimed in Claim 20, **characterized in that** the drive belt (25) is made of an elastic material.
22. Arrangement as claimed in Claim 20 or 21, **characterized in that** a fixed, elastically supported tension roller (28) engages with the drive belt (25).

23. Arrangement as claimed in any one of Claims 16 to 18, **characterized in that** the slip coupling has a driving gear wheel with internal teeth which is mounted on the driveshaft and engages with a complementary driven gear wheel with external teeth which is mounted on the connecting shaft, wherein the driving gear wheel and/or the driven gear wheel is mounted on the driveshaft or the driven shaft in a non-positive fit with a predefinable friction coefficient.
24. Arrangement as claimed in any one of Claims 1 to 23, **characterized in that** the driveshaft (5) is configured as a hollow shaft.
25. Arrangement as claimed in Claim 24, **characterized in that** the hollow shaft has a circular cross section.
26. Arrangement as claimed in any one of Claims 1 to 25, **characterized in that** the motor (1) is not self-locking.
27. Arrangement as claimed in any one of Claims 1 to 26, **characterized in that** the motor (1) comprises an electric motor.
28. Arrangement as claimed in any one of Claims 1 to 27, **characterized in that** the motor (1) is designed for a torque of 5 to 15 Nm.